

Appendix C

Night flight regulations Berlin-Brandenburg Airport¹

The night flight regulations result from the planning approval ruling for the extension of Berlin-Schönefeld Airport (in future Berlin-Brandenburg Airport). They shall apply from the moment the new southern runway for taking-off and landing comes into operation.

Not subject to any restrictions

- Landings for meteorological, technical or other safety reasons (use of the airport as an emergency or alternative airport PEB 5.1.1.3a²)
- Take-offs and landings on missions for disaster procedures, medical assistance or surveying flights by air traffic control undertakings or on their behalf (PEB 5.1.1.3b)
- Take-offs and landings of aircraft which are deployed on state visits and for government flights, as well as military and police flights. (PEB 5.1.1.3c)

For jet-propelled aircraft with a maximum permissible take-off weight of more than 20,000kg the regulation is that take-offs and landings are inadmissible in the time from 22:00 to 06:00 hrs on all days of the week (PEB 5.1.1.2), insofar as no exemption regulation takes effect for them.

Here below are shown the exemption regulations in extracts³ for aircraft for which the noise certification values measured and proved by an official noise certificate (English) (PEB 5.1.1.2)

- lie in their sum total at least 10 EPNdB below the sum total of the limiting values applicable for them pursuant to chapter 3 appendix 16 ICAO convention⁴ (Section A)
- meet the limiting values pursuant to chapter 3 appendix 16 ICAO convention (Section B).

An exemption regulation for training and practice flights results from Section C.

A Noise Certification Values lower than (min. 10EPNdB) chapter 3 appendix 16 ICAO convention

1) Marginal night times from 22:00 to 23:30 hrs and 5:30 to 6:00 hrs

Take-offs and landings are permissible.

¹ All times are local

² PEB: Noise protection concept BBI for the project Extension of the Commercial Airport Berlin-Schönefeld; Supplementary planning order of 20.10.2009; Section A Order, Chapter I.1. Air traffic control regulations p 16ff

³ No guarantee shall be assumed for the completeness and correctness

⁴ ICAO Convention Appendix 16, Vol.1, Part II chapter 1-4

2) Extended core night time 23:30 to 05:30 hrs

In the time between 23:30 hrs and 05:30 hrs, no aircraft may take off or land (PEB 5.1.1.1). Exemptions shall apply only in the following cases.

- a) Take-offs and landings in air mail traffic on workdays in the five nights from Monday to Tuesday until Friday to Saturday (PEB 5.1.1.4a)
- b) Take-offs and landings until 24:00 hrs and as of 05:00 hrs of ferry flights for aircraft availability and maintenance reasons (PEB 5.1.1.4d)
- c) If the scheduled take-off time lies before 23:30 hrs, delayed take-offs shall be permissible until 24:00 hrs, insofar as it is a matter of flights in intercontinental traffic to destinations outside of Europe and outside of the non-European countries bordering on the Mediterranean (PEB 5.1.1.4b)
- d) If the scheduled arrival time lies before 23:30 hrs, delayed landings shall be permissible until 24:00 hrs (PEB 5.1.1.4c)
- e) If the scheduled arrival time lies after 05:30 hrs, earlier landings shall be permissible as of 05:00 hrs (PEB 5.1.1.4c)

3) Night flight contingent 23:00 to 24:00 hrs and 05:00 to 06:00 hrs

Take-offs and landings in the case of flights in accordance with instrument flight rules, with the exception of air mail flights, are permissible between 23:00 and 24:00 hrs, as well as between 05:00 and 06:00 hrs up to an annual night traffic figure of 12,852 for the summer and winter scheduling period (PEB 5.1.1.9a).

The night traffic figure is the sum total of all take-offs and landings for

- 23:00 to 23:30 hrs multiplied by the factor 1
- 23:30 to 24:00 hrs multiplied by the factor 2
- 05:00 to 05:30 hrs multiplied by the factor 2
- 05:30 to 06:00 hrs multiplied by the factor 1

The planned night traffic figure may amount to max. 9,125 (71%) in the summer scheduling period and 3,727 (29%) in the winter scheduling period. After three years, instead of this, the average values of dividing up the summer and winter scheduling periods of the six previous scheduling periods shall be taken as a basis (PEB 5.1.1.9c).

Delayed, earlier, as well as unplanned flights are to be taken into consideration in the night traffic figure by a reduction amount of 36% on the max. permissible night traffic figure in the scheduling period. After three years the reduction amount shall be an average value of the actual night traffic figures of all delayed, earlier and unplanned flights in the last three years (PEB 5.1.1.9d).

For the remaining summer scheduling period 2012 (as of 3.6.2011), there shall be a maximum permissible night traffic figure of 6,181 available at Berlin-Brandenburg Airport, the planned night traffic figure must lie at least 36% below this maximum permissible night traffic figure (reduction amount).

B Noise certification values according to Chapter 3 Appendix 16 ICAO convention

Marginal night hours 22:00 to 23:00 hrs

If the scheduled arrival time lies before 22:00 hrs, delayed landings of aircraft with a noise licence Chapter 3 Appendix 16 ICAO convention shall also be permissible between 22:00 and 23:00 hrs (PEB 5.1.1.5).

C Training and practice flights

Training and practice flights are not permissible all day on Sundays and Public Holidays. Take-offs and landings on workdays can be approved by air-traffic control as an exception until 23:00 hrs, if they serve for the acquisition, extension or renewal of a permit for piloting an aircraft at night time, and the flights cannot be ended before 22:00 hrs (PEB 5.1.1.6).

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